October - December 1999

Contingency Preparedness Review

"*Being trained and properly using the ICS forces everyone to think ahead and communicate with those who can get things done.*"
– LCDR Kurt Clason, ISC Boston, said concerning JFK Response (see pg7)

A quarterly newsletter prepared by the Contingency Preparedness School, RTC Yorktown

What's inside this issue of CP Review?

Changes in Latitude

LT Dan Deptula, Instructor, Contingency Preparedness School

Newsletters can be fun…if you have the time to write them, of course. Creative thoughts flow into words and phrases without mandate to consult the Correspondence Manual or negotiate a long chain of inboxes for command approval. Ah, literary freedom….

As the new editor of our newsletter, my first order of business is to emphasize that this is OUR newsletter. You and me, the field and the training center, the ying and the yang, Laurel & Hardy. You get the picture. Together, we can share insight on incidents, issues, and ideas. We'll provide the pep talks, perspectives and policy pointers with support from our HQ gurus. You tell us good stories, successful projects, or lessons learned from the field and I'll bet we'll have one ***zesty*** newsletter. Give it try.

Anyhow, transfer season has come to an end and like the rest of the Coast Guard, new faces are among the staff here at RTC. Leaving to join the ranks in the field are: **LCDR Donna Kuebler**, our outgoing school chief, who moved on to Activities New York as the Chief, Environmental Protection Branch, and **LT Judy Persall**, who took her instructing prowess to the newly formed Planning Department at MSO San Francisco. Moving in to join the team at RTC are **LT Mark Emmons** reporting in from MSO Paducah, KY and **LT Dan Deptula** from MSO/Group Los Angeles – Long Beach, CA. Recently promoted **LCDR Dave " Obi-Wan" Haynes** takes over the reins as our new school chief. Dave has been with the school for the last three and a half years, and has seen its responsibilities and curriculum develop into an essential school for Marine Safety and Operational professionals in our service. His knowledge of Contingency Preparedness and experience as an instructor will be passed onto his new Jedi-wannabees.

Webster's defines **latitude** as: **1)** Breadth; range; **2)** Freedom from the usual restraints, limitations, or regulations. And finally, **3)** discusses its nautically familiar meaning with respect to distance from the equator. What's the significance of this? Before we used this term to help describe the locations of our ships, it was used more to define the ability to influence change. Today, our Contingency Preparedness Program has never been as visible, dynamic, or essential to mission success. I challenge each of you to develop and exercise your own personal, professional, and organizational latitudes. Happy Y2K!! See you in 2000.

CGSAILS is underway…

Staff Article

Welcome to the next generation of our lessons learned program, CGSAILS, which stands for **C**oast **G**uard **S**tandard **A**fter Action **I**nformation and **L**essons Learned **S**ystem. For those of you who remember its predecessors, CGULLS and CGSTAARS, you might already be setting up the office pool on its longevity. Though it is true that CGULLS, as we knew

it, is dead, and the field never really got a fix on CGTAARS, CGSAILS promises to be seaworthy for a long voyage.

"The ability to access this database from a desktop computer via the internet or Coast Guard intranet will encourage participation and communication for improving our Contingency Response and Preparedness efforts combined", says **Michael Burt, G-OPF-3**. "Web-based technology has given us the medium for developing a user-friendly, time-sensitive, easily accessible database to distribute this information to those who need it," added **LT Larry Hewitt, G-MOR-2**. Both Michael and Larry are the project points of contact.

Elements of **CG SAILS** (as of 10/99):

- Allows timely input of Operations (G-O) and Marine Safety (G-M) programs Lessons Learned and Best Practices.
- Coordinates the review and dissemination of Lessons Learned, Best Practices and After Action Reports, with validation NLT 90 days of termination of response operations or exercise.
- CG Intranet version to be developed once internet version fully functional.
- Enhanced search features and export capabilities to Navy & Joint Chiefs of Staff databases.

The prototype database was created in January 1999 and the final Internet version should be completed by October 1999. COMDTINST M3010.19A will provide user with format, definitions, and instructions. Visit www.cgsails.uscg.mil for your review and/or input.

Formatting the ACP

By LT Amy Baribeau, G-MOR-2

Recent collaboration within the oil spill response community has led to the development of a new formatting standard. Area Committees have made impressive strides in oil spill response preparedness since the passage of the Oil Pollution Act of 1990, which required the development of Area Contingency Plans (ACP's). To date, the overall goal remains the same; to develop, exercise, and update ACP's to ensure essential response information and strategies are effective. Yet, despite their successful achievements, without exception, formatting the ACP continues to be a major source of debate. Officially, in 1996 and again in 1998, the Coast Guard embraced the integration of the Incident Command System (ICS)—its terminology and procedures—into all phases of the ACP development. Agreeably, it now appears appropriate to bring the ACP's format in line with the ICS doctrine in hopes of making the ACP a better response tool.

Elements of the new **ACP format**:

- A degree of flexibility is allowed within the plan's numeric architecture to accommodate the variability of local and regional circumstances.
- Cross-referencing with other plans and information such as Geographic Response Plans and Marine Fire Fighting Plans is also encouraged though not required.
- A generic ICS format template, a sample populated template, and an instruction guide will be provided to each unit and District in Standard Workstation III word processing software, Microsoft Word Master Document.
- Time saver: Master Document format will simplify future changes since it automatically updates the Table of Contents, the index, and other important sections without having to edit the entire plan each time.

Will (*in the future*) be available on the CG Intranet at:
http:\\cgweb.uscg.mil\g-m\hq\g-mo\mor\mor-2\ACPTemplate.doc
or through the link at
http:\\cgweb.uscg.mil\g-m\hq\g-mo\mor\response.htm.

Eventually, approved ACPs will be required to be uploaded on a designated server to allow for public downloading of electronic versions. Updates could be posted immediately, and users could print their own ACPs.

Commandant G-MOR-2 anticipates that the template and user's guide will be mailed in January 2000, and Area Committees will have until October 1, 2004, to update their plans using the new format. The G-MOR-2 point of contact is LT Amy Baribeau at 202-267-2877.

Testing your METL's

By LCDR Jane Cubbon G-OPF-3

Have you taken a look at those purple books from DoD floating around your planning spaces, lately? They're the ones that have all of the military service emblems on the covers including the Coast Guard's. Theoretically, those emblems indicate that all of the services are in agreement with the policy expressed in the document. Recently, one of those purple books has gotten a tune-up and is currently on the Government Printing Office's "5 most wanted" list. It is titled "Universal Joint Task List, CJCSM 3500.04A."

The Universal Joint Task List (UJTL) contains 8 major categories, which further define all of the tasks the joint community does when circumstances require us all to organize together. To prepare for battle or large scale contingencies we conduct joint exercises, right? The objectives we strive to meet during these exercises are directly derived from these selected tasks. This makes training and evaluation more

Continued on page 3

Continued from page 2.

uniform. Therefore, the UJTL is a compilation of Mission Essential Task Lists (METL's) that each service has for a particular mission or contingency.

As the world political situation shifts and changes, the Department of Defense is finding itself tasked with many Operations Other Than War (OOTW). This means that joint operations are becoming common place. For example, just recently joint efforts were at work rescuing flood victims from Hurricane Floyd and in digging out survivors of a Turkish earthquake.

When faced with new or unfamiliar territory, METLs are a means of communicating objectives & missions through common language with other services and agencies. When the Coast Guard responds to a hurricane or a flood, we know what we need to do because of our experiences in similar situations. We share that knowledge with other units and services faced with similar tasks, but we do this mostly internally.

The Joint Vision is for the UJTL to expand and contain joint tasks for OOTW scenarios and crises as well. In order to accomplish that goal, we need to start the process of analyzing our own METL's and should be inventoried and tested for all of our contingencies.

Formalizing those tasks that are common to most units responding to a contingency will allow us to measure and evaluate our own abilities, communicate with the joint community, and to better equip all units to respond to future contingency operations.

How Ready Are We?

By LT Claudia Gelzer and LT Larry Hewett, G-MOR-2

It seems everyone is talking about "readiness" these days. Organizational leaders throughout the country are asking the same questions. Are we ready? Do we have what we need to do the job? The Coast Guard is no exception. Having endured broad streamlining measures with no reprieve of its responsibilities, the Coast Guard is faced each day with doing more with less.

In a recent speech, the Commandant cited the Coast Guard's deep-seated tradition of *Semper Paratus* - its "can do" spirit - that has shaped an "organizational identity" that makes it extremely difficult to say no to additional tasking despite shrinking resources. "We take a perverse pride in performing our missions with no money, old equipment, too few people, and seat-of-the-pants training," Admiral James Loy said, adding that this very mantra has "rendered extraordinary service to America." However, he cautioned, "The extension of the 'do more with less' logic is doing everything with nothing."

In short, the Coast Guard may be starting to fray around the edges according to its most senior leadership. We need to be better equipped in order to continue to do the job well. And while we have plenty of impelling anecdotes to illustrate this predicament, in order to persuade Congress, the organization needs hard supporting data. Hence, the Commandant has directed the Assistant Commandants for Marine Safety and Environmental Protection (G-M) and Operations (G-O) to establish standards, design assessment methods, and identify and remedy systemic shortfalls in ensuring readiness for all Coast Guard missions.

In February, Coast Guard leaders from the First District, chartered by LANTAREA and PACAREA, coordinated an effort to begin tackling the issue on a national scale. An academic symposium was held in Newport, RI to bring together the various groups grappling with this concept, and consider the many independent readiness measurement initiatives currently underway in the Coast Guard. Recently (see ALCOAST 081/99) the Coast Guard Leadership Council approved a Readiness System Development Team led by RADM Larrabee and staffed by personnel drawn from Areas, Districts and Headquarters. The goal of the team is to develop a standard, service-wide system of readiness management.

G-M recently began formulating its own strategy to measure Coast Guard unit and national readiness in regard to pollution response. The Office of Response (G-MOR-2), as part of its contribution to the total Readiness System Development Team effort, assembled a working group comprised of spill response representatives from all Coast Guard Districts, RTC Yorktown and NSFCC. The group met in May 1999 for a two-day seminar during which its members started with a blank sheet of paper and attempted to build a pollution response preparedness model. The group soon learned the complexity of trying to build a comprehensive tool that would measure unit preparedness to respond to an oil spill. There are many Coast Guard issues that have a bearing on how prepared we are to respond. In addition, there are many stakeholders outside our organization that also contribute to the Coast Guard's preparedness to respond. How then can we build a measurement model that considers only the most important issues in regards to preparedness? To answer this question, the working group took a strategic planning approach and first developed a working vision of what the ideal Coast Guard would look like in 10 years

The group then compiled a list of strengths, weaknesses, opportunities and threats relevant to the attainment of that vision which grew to over 200 separate issues. The working group adjourned agreeing to delegate a Headquarters task team to review the data it had generated and to 1**) identify critical success factors**, 2) **associate key measures with those factors** and 3) **index and weight the measures**.

Continued on page 4

Continued from page 3.

To do so, the task team is employing the techniques in Mark Graham Brown's "Keeping Score." Brown suggests that measuring too many things is worse than measuring nothing at all. It is a process, therefore, that helps the user to wade through the issues and to determine the vital few key measures. Like gauges on a dashboard, key measures are the most telling indicators of overall performance. Since overall Coast Guard preparedness is reliant on the preparedness level of our partners in industry and state government , the task team felt is was important to balance the input from Coast Guard employees with that of its customers.

They reviewed recent studies and reports and gleaned another 220 issues regarding pollution response preparedness. The sources of additional information included a study from June Linstedt-Siva titled "Judging Oil Spill Response Performance: The Challenge of Competing Perspectives" -- this paper was chosen because it was based upon the judgement, perceptions and opinions of spill response professionals and regulators (Harrald, Hereth, et. al.); a study conducted by PCCI of the USCG's effectiveness in implementing OPA 90 preparedness initiatives; input from insurance companies, law firms, oil companies and tanker operators at a recent environmental claims seminar; and lessons learned from evaluation reports of a dozen recent government-led PREP exercises.

All totaled the task team had two data sets comprising over 450 issues related to preparedness. Now the real work began. Every issue was lumped with similar issues and given an affinity group name. The task team's challenge is to refine the lists to a range of 25-30 issues in 5-7 groups. The affinity groups will eventually be considered the key success factors to preparedness, while the issues will become the measurable objectives that will indicate the status of each key success factor.

The task team will then work on developing a measurement plan, which identifies opportunities for process improvement as well as overall organizational performance. The value in developing a measurement system using this process is that it is based upon input provided by Coast Guard employees, customers and partners, ensuring appropriate viewpoints were considered in determining what was important to measure. The measurement plan will ensure we keep a balanced scorecard of overall preparedness, ensuring that we are looking at the whole picture and are not overly focused on any one element of preparedness.

The team's goal is to have developed at the very minimum a conceptual model for preparedness measurement by the end of calendar year 1999. By the end of FY 2000, the goal is to prototype the measurement model.

POC: LT Larry Hewett, G-MOR-2, (202) 267-2277

The New Millennium in June

LT Charles Diorio, MSO Los Angeles – Long Beach, CA
Reprinted from the Washington Post, 15JUN99.

ABOARD THE APL SINGAPORE, June 15—At 4:58 this morning, in the foggy solitude of San Pedro Bay, a two-way radio started squawking in the engine control room of this 64,000-ton cargo ship with an alarming message from the captain: "Ron, the engine is not responding."

That same instant, a piercing klaxon and a series of flashing lights alerted Chief Engineer Ron Gerde to the crisis at hand: The Singapore, hauling 1,109 massive steel containers stuffed with everything from tennis shoes made in Malaysia to stereo equipment from Taiwan, had hit a digital iceberg. A year 2000 computer glitch had crashed a critical electronic system that controls engine thrust, causing the vessel, whose bow-to-stern measurement exceeds the length of three football fields, to head uncontrollably toward the Port of Los Angeles.

It was not exactly Christmas in July, or June for that matter, when the Captain of the Port agreed in late May to conduct a Y2K exercise in mid-June. The natural progression of the Coast Guard's Y2K efforts was that someone had to hold an exercise to test our plans. The ideal situation was that it would be another unit and we could read about their drill in this magazine at our desks.

However, MSO-Group Los Angeles/Long Beach was chosen as the site, and instead of enjoying the benefits of another unit's labor, we had three weeks to plan and hold a Y2K drill that one Coast Guard Captain from Headquarters called "one of the most significant (non-emergency) events in recent years." What resulted, according to **Captain George Wright**, the Captain of the Port Los Angeles/Long Beach, was a drill that furthered "the goal of keeping Los Angeles and Long Beach harbors safe, efficient, and environmentally sound."

In mid-May, all the Coast Guard Captains of the Ports gathered in Washington, DC to discuss the Y2K issue. The COTP's debated the proposed Coast Guard Y2K policy and offered feedback from various industry meetings held in different ports. From this meeting, the consensus was that the Coast Guard would publish regulations regarding Y2K based on the International Maritime Organization's Circular 2121, the "Y2K Code of Good Practice." These regulations would include questionnaires for vessels and facilities, the results of which would be factored into a risk matrix to determine operational controls during the Y2K periods.

Continued on page 5

Continued from page 4.

Concurrently with our exercise idea, APL, a shipping company based in Oakland, California, was attempting to conduct some type of event to highlight its Y2K readiness efforts and contacted the Coast Guard. From this initial partnership sprung an alliance to not just conduct an exercise, but also to announce the Coast Guard's national Y2K policy. A team of active, reserve and civilian Coast Guard members worked together with APL, and two other companies, ARCO and Crowley Marine, to design two days of exercises, which featured all facets of Team Coast Guard.

With only three weeks to plan and prepare, the challenge was daunting. The unit had to draft a contingency plan and develop drill scenarios all at once. A press conference had to be scheduled and three companies had to be featured in different exercises. What evolved from this potential minefield were two days of substantive drills on June 14th and 15th, featuring five different scenarios, in the busiest port complex in the United States.

The first scenario on June 14th dealt with using the proposed risk matrix and screening all the vessels that were in port. The second scenario was a Vessel Traffic Service scenario where first, the power failed, and then second, the radars and communications failed. A Coast Guard cutter offshore was used to provide the surface shipping picture for the VTS. A third scenario involved a communications failure from the command center, where messages were relayed remotely to and from an operator at the antenna high site.

The last scenario on June 14th featured a simulated valve failure resulting in a minor oil spill at the ARCO oil terminal. ARCO's drill was designed with its most likely, potential Y2K-related problem in mind.

The second day started with a Y2K-related propulsion failure on an inbound containership, the APL SINGAPORE. The SINGAPORE simulated loss of engine control due to an embedded chip and was forced to take manual control of its engines. Also, the SINGAPORE set its clocks forward to December 31, 1999 and let them roll forward to the New Year. In the words of Captain Jon Harrison, master of the SINGAPORE, "nothing happened."

The drills concluded with a press conference at the Los Angeles APL facility, which by itself is the fourth largest container port in the United States. With the APL SINGAPORE as a backdrop, **RADM George Naccara**, the Coast Guard's Director of Information and Technology, spoke to members of the press and maritime community about the Coast Guard's Y2K policy. The Admiral assured the public that the Coast Guard was not shutting down ports, but instead was taking a risk-based approach to Y2K. "We never wanted to arbitrarily put limits on ships without some method of assessing the risk," **RADM Naccara** said. "The idea is to have a consistent, nationwide approach that will protect life, property and the marine environment while recognizing the importance of ocean transportation to the nation's economy… **but, the key is to have contingency plans in place and then rigorously test them**."

The cumulative product of the drill was an exercise guidance template, which RADM Naccara presented to the United Nations on June 21st. This template was provided to member nations, and other Coast Guard units, as a cookbook example of how to conduct a Y2K exercise. "This exercise will become a model for others in the maritime industry to follow," RADM Naccara said. The Coast Guard once again lived up to its billing as the world's premier maritime service by stepping to the forefront and providing an example for the rest of the world to follow on preparing for Y2K. For more info on this drill, visit the LA-LB web-site, www.cglalb.com

In memory of Hurricane Floyd

While ravaging the East Coast, he arrived at RTC Yorktown on September 16, 1999, and departed, cutting our Exercise Planner's course down to eight days.

Thanks Floyd!

Contingency Preparedness University

By LT Dan Deptula, Contingency Preparedness School

Welcome to **CPU**, home of the Pesky Planners! We enjoy a student/instructor ratio of 7 to 1, and maintain an unblemished 100% job placement after graduation. Though our sports program is still in its infancy stages, there are always challenging pick-up games at the gym.

Okay, so it's only a nickname; however, the courses offered through the Contingency Preparedness School in Yorktown sure do have a college level atmosphere, both in content and among the students who attend them. Although each of the four courses offered in fiscal year 2000 (FY-00) are different in scope, targeting different management levels within the Coast Guard, they definitely have their similarities too.

In each course, students will have the opportunity to practice effective communication (writing and speaking), team building, leadership, negotiation, and information analysis skills. We find these important skills as essential to the Port Level Contingency Preparedness Planner as they are to the Incident Commander in charge of a multi-agency response to a major disaster. Once these skills are learned, such as defining "**Key Business Drivers** and **Critical Success Factors,**" incorporating **ICS** or other response management systems into your plans, and truly understanding the processes of **quality preparedness** and **response,** they become SOP. Do you or your subordinates have the skills and training necessary for producing successful preparedness and response planning initiatives? Do you value new perspectives, emerging ideas, and polishing the skills that make you a valuable member of Team Coast Guard? Check out our Course Calendar, plan ahead for your future, and enroll today.

After reviewing the outgoing surveys of students attending the CPCP and CPXP courses for the last few years, we found an interesting trend. Students consistently felt the two courses should be combined, primarily due to duplicate lesson blocks for returning students and the costs of time and money spent away from their units.

In 1996, budget pressures reduced these courses down to one per year. Despite receiving some windfall in 1998 and convening these courses twice that year, funding for FY99 was again reduced and several courses were cancelled. This FY00 appears as though we are fully funded.

So where does that leave us? Well, it gives us the opportunity to explore student recommendations and combine a CPCP and an CPXP course into one, creating a CPXP course. To ensure we adequately cover all essential material of both courses, yet get the most for your training dollar, our pilot course is expected to convene for a three (3) week period. The convening dates of this course are still undetermined. If interested in getting your new personnel, Active Duty or Reserve, into this class, contact your supervisor and your Area Planning Staff.

WWW + CP = ☺ 4U

Check out these websites!

www.receptive.com/upgrade/mlcp/dispatch.cgi/RDMDir
Work of the Coast Guard Readiness System Development Team - This team was chartered by the Coast Guard Leadership Council in September, 1999 to develop a service wide system to manage readiness.

www.disaster-resource.com/
To provide resources for Prevention and Mitigation of disasters as well as resources for Response, Resumption, Recovery and Restoration after disaster. Maintains a directory of speakers who specialize in Emergency/Crisis Mgmt, Disaster Recovery, etc, Lists of educational resources, archives of articles, search functions for literature reviews, Directory of related web pages, golden nuggets of info, lessons learned, and Y2K resources.

Title/Location	Duration/quotas per class	1QTR	2QTR	3QTR	4QTR	Send TRNG Req to:
MS-732 Contingency Planner, Port Level (O-1 to O-3)	12 Days/20	18OCT99		**10APR00** CPXP?		District/Area Planning Staff
MS-733 Command & Staff (Area & District Staffs)	12 Days/20				18SEP00	District/Area Planning Staff
MS-735 Exercise Planner, Port Level (O-1 to O-3)	12 Days/20		24JAN00	**19JUN00** CPXP?		District/Area Planning Staff
MS-739 Command & Control (O-5 & O-6)	5 Days/20	15NOV99	28FEB00	22MAY00	14AUG00	District/Area Planning Staff

Contingency Preparedness: It's not just for Planners anymore!

"

paredness Training Needs

www.disasters.org/emgold/Library/Libframe.htm
The Virtual Library is an integration of information relating to Academia (Education), Business and Industry, Government (Federal, State and Local) and Volunteers (NGOs) in Emergency Management. This integration is intended in order to make it easier to locate resources.

www.colorado.edu/hazards/intro.html
The Natural Hazards Research and Applications Information Center, located at the University of Colorado, Boulder, Colorado, USA, is a national and international clearinghouse that provides information on natural hazards and human adjustments to these risks. The center's prime goal is to increase communication among hazard/disaster researchers and those individuals, agencies, and organizations who are actively working to reduce disaster damage and suffering. The Natural Hazards Center carries out its mission in four principal areas: information dissemination, an annual workshop, research, and library services

www.comdt.uscg.mil/G-OPF/epc.htm
This is the Contingency Preparedness Program HQ homepage. View CG-wide exercise schedule for the year, Planning Agent responsibility for the major contingencies, new CG-SAILS lessons learned program, links to other response agencies, and Y2K information. This is THE authority behind our Contingency Preparedness efforts. Check it out!!

JFK Jr. Response: A Look at Logistics

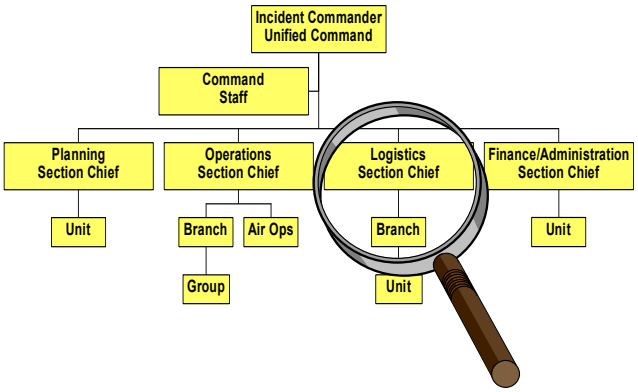
LT Dan Deptula, Contingency Preparedness School

It was July 13, 1999 and **LCDR Kurt Clason** found himself sitting in a classroom at RTC Yorktown in a 3 day Incident Command System (ICS) Planning Section Workshop. This was a new perspective for him since his role at the Integrated Support Command Boston, MA, has primarily been in Logistics when involved with an ICS based response. But, this training would come just in time for his participation in what has been considered the Coast Guard's highest profile response case this year. At 2:15AM on July 17, the Coast Guard, and seemingly America itself, began to search for John F. Kennedy, Jr., his wife Carolyn, and her sister Lauren Bessette.

"The workshop [ICS Planning Section] gave me the big picture on how all the sections work together," said Clason. "We got involved in the operations briefings, planning meetings, and quickly got organized once RADM Larrabee, District One Commander and Coast Guard Incident Commander (CGIC) for this response, declared ICS as our response management system."

LCDR Clason responded that day to the incident with his Logistics Assessment Team, integrated into Group Woods Hole's initial response and assumed the Logistics Section Chief position. Although, just days earlier he was learning more specifics about ICS, it was the previous ICS 400 level training, and the experience of 5 NPREP drills and several SAR Exercises in a Logistics Section that prepared him for this challenge.

ISC Boston was ready to respond to this incident because of some lessons they learned from a previous aircraft marine disaster, notably TWA 800. Not only did they realize they needed ICS training, but they realized the importance of timely support which led to the creation of the Crisis Action Coordinator Watch. Clason explained, "Our pagers activate a team comprised of an ICS Trained O-4 or above - someone capable to make logistical decisions in the field along with supply and finance experts to assess the incident and provide the necessary first responder support."



During the TWA 800 Incident, ISC Boston showed proficiency in Logistics and Finance support by quickly acquiring portable toilets, body bags, rain gear, and other protective clothing. They even provided a temporary helicopter pad and a Jimmy Buffet concert for the responders. However, much like the previous NPREP drills Clason has witnessed, "the logistics folks were still disjointed from the operations and planning sections."

This time [during the JFK Response] it was different, Clason admits. "Providing the quality preparedness and leadership of a trained logistics section to a response allows the necessary briefings, meetings, and daily Incident Action Plans to run more effectively," he said. "For example, we realized during an Ops Briefing that our assets were running out of markers to designate already searched targets. Making a fast connection to operational needs is essential, and soon we had sufficient orange fish floats available to the search teams."

In 1996, the Office of Marine Safety & Environmental Protection (G-M) adopted ICS for response to oil and hazardous material spills. Then, in 1998, ICS was adopted CG-wide for response to all hazards and contingencies, with the exception to military outload and DOD operations. Yet, the challenge still remains to get all units fully trained and practicing ICS. "Being trained and properly using the ICS forces everyone to think ahead and communicate with those who can get things done," Clason concluded. "It's a common language that we all can succeed with together."

Commanding Officer (tmcp)
USCG RTC Yorktown
Yorktown, VA 23690-500

Send to:

Contingency Preparedness Review

This newsletter is an authorized publication of news and information relating to the Contingency Preparedness program and is published quarterly.
Material is for information only and not for action.
The views and opinions expressed herein are not necessarily those of the Department of Transportation or the United States Coast Guard.

The editorial staff reserves the right to edit all submitted articles for content and space.

Contingency Preparedness Review Editorial Staff

LCDR David Haynes
LT Mark Emmons
LT Dan Deptula

Phone (757) 898-2375
e-mail: ddeptula@rtc.uscg.mil

Please email or send articles to above return address